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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

If the owner of barge Sylvia Morton will call at this office he will learn something to his advantage.

Ed. Suckow, mechanical engineer, and inventor of Suckow's marine jack, was in the city last Saturday.

Mr. P. V. Carroll, Buffalo agent of the Green Bay Line, Russia and Colorado, was in the city this week.

The Wm. Chisholm, R. Wallace and Columbia have been chartered, coal, Cleveland to Chicago, at 70 cents.

Mr. John T. Costello last season chief engineer of the steamer Oscar Townsend, goes as chief of the steamer Harry E. Packer.

Mr. J. C. Gilchrist of Vermillion has purchased the steamer Oregon, not the Oregon of Cunard Line fame, but the Oregon of the lakes.

Captain Anderson, late of the tug Joe Harris, is to be chief mate of the new boat building at Quayle's yard for Moore, Bartow and others.

Captain John Archer and his brother have bought the tug Cushing. She is fitted out ready for business and Captain Archer will pull the bells.

Captain R. H. Cowley, will sail the steamer F. M. Butters this season between Ludington and Chicago. Captain Cowley is now in Ludington fitting out.

Chaplain Jones, of the Sailors' Bethel has sold the old floating bethel to a firm who will use it for receiving fish. The price paid for the bethel is $175.

At Globe drydock the propeller Oscar Townsend received a new mizzen mast, new fore foot, new shaft, new wheel, and was refastened from the keel up.

The water in the river is lower than it has been for a number of years at this season and it will probably be found at a low stage at the several crossings on the lakes.

Robert McCutchin, last season second engineer of the Empire State, has been appointed chief engineer of the steamer Wallula and has gone to Chicago to fit out.

It is reported that Louis Presley, of Presley, Arthur & Company, and Captain C. Stickney have bought the tug Ida Sims for $1,500. Captain Presley will not sail her.

Captain George Judson, well known and popular, has been afflicted by another stroke of paralysis, which is very serious as he is at this writing unconscious, and it is thought will not recover.

Captain Peter Christianson of Manitowoc stopped off here yesterday on the way to Buffalo, to fit out the steamer Rube Richards. The Richards is chartered for ore from Escanaba to Ohio ports.

Captain Andrew Lent who sailed out of this port for many years, and who will be remembered by all Cleveland navigators, died at Oxford, Mich. last Saturday; age 59 years. His remains were taken to Conneaut, O., for burial.

West Lent is rebuilding the steamer J. Luella Worthington. The Worthington will be changed from an iron ore to a lumber carrier by her new owners, the Spaulding Lumber Company, Chicago. Captain Traverse will sail her.

The engine of the tug Samson has been compounded, the cylinders being 24 and 43x28, by the Globe Iron Works in addition to her other improvements mentioned last week. She has also received new valves, steam chests, all new brasses and new connections, making her a very powerful tug.

The docks are beginning to assume the activity incident to the opening of navigation. Extensive repairs are being made, preparations to receive the first boat from Detroit for the season well under way and the fishing tugs are making their first hauls. The schooner Venus will likely get away for the islands for lime stone; and other movements will be made in a few days.

The purchase of the Oregon by J. C. Gilchrist & Company necessitates changes in the appointments printed on another page of this week's RECORD. Captain J. L. Weeks of the schooner Foster will command the Oregon, Captain George Bell the Foster, Captain Charles Gunderson the Crossthwait and Captain Harry Gunderson the Francis Palms. Captain E. Rose has been appointed to the schooner Havana.

A libel in personam was filed in the United States district court on the 18th inst. by E. L. Kelley of Detroit, Mich., against Robert R. Rhodes, James F. Rhodes, Marcus A. Hanna, Leonard C. Hanna and Arnold C. Saunders. The action is brought to recover $1,005, claimed as damages resulting from the detention of the schooner M. F. Merrick, of which libelant is part owner, at the port of Mamainse, Ont., during the month of September last. F. J. and G. C. Wing appear as proctor for libelant.

The Variety Iron Works recently brought suit against Thomas Murphy, of Detroit, for $3,884, due on a boiler furnished one of Murphy's tugs last season, and other items. Mr Murphy contested the claim on the ground that the boiler was not properly constructed and delay in delivery, while the Variety Iron Works held that the boiler was up to requirements, waiving the delay. After ten days trial the jury rendered a verdict of $2,684, twelve hundred dollars less than the amount sued for. H. D. Goulder, Esq., appeared for Mr. Murphy, and Messrs. M. M. Hobart and J. P. Dawley for the Variety Iron Works.

The Cleveland City Forge Company, Captain Thomas Coe, superintendent, shipped last week a stern frame, cranks and shafts to John Roach & Son, to go into a vessel now under construction at their yard. This is said by experts to be the finest piece of forging ever turned out. The Cleveland City Forge Company are now at work on two other stern frames for Mr. Cramp; also, cranks and shafts. The same firm is forging a stern frame, cranks, shafts and connecting rods for Mr. Vanderbilt's new steam yacht. It is said that this yacht, about 1400 tons, will be the most elegant yacht ever put afloat.

The sales recorded during the past week are 1-80 of propeller E. B. Hall, executors of the Bradley estate to Robert Wallace. Consideration valuable; 1-80 of propeller Henry Chisholm, administrator of the estate of Merwin Thompson to Marion Thompson for $1,000; same to same 1-104 of propeller R. P. Ranney for $666,67; same to same 1-16 of schooner Ahira Cobb for $1,000; 1-256 of propeller City of Cleveland, H. F. Loomis to Hurlbut Becksted for $500; 1-104 of propeller R. P. Ranney, same to same for valuable consideration; ⅛ of schooner Sandusky, executors of Bradley estate to C. E. Grover for valuable consideration; ⅛ of propeller Superior, same to same for valuable consideration; 1-16 of propeller Superior, C. E. Grover to M. A. Bradley, $1,250; 1-16 of schooner Sandusky, same to same, $1,000.

Engineer Q Miller who with engineer O. N. Steele and D. W. Johnson has been in Washburn, Wis., putting up the engine built by the Globe Iron Works for the new 900,000 bushel elevator at that port, returned to Cleveland on the 20th to get acquainted with his family. Mr. Miller returned to Chicago Tuesday to fit out the machinery of the propeller J. H. Devereux. Engineer O. N. Steel stopped off in Chicago to look after the machinery of the propeller Onoko but he will probably come on to Cleveland before navigation opens. On the completion of their work of fitting up the machinery and after it had been worked on the first receipts of grain the contractors, J. T. Moulton & Son, were pleased to say to the engineers that the machinery entirely filled the specifications and that they were better satisfied with it than any machinery they had ever had anything to do with.

Mr. O. T. Flint superintendent of the marine department of the Ætna Insurance Company, and general agent of the Greenwich Company, has been in the city this week for the purpose of adjusting certain abuses existing in the insurance agency business. Mr. Flint will, in a day or two, send experts to examine into the condition of the wreck of the O. Maxwell and if she is found to be in as bad shape as has been reported she will be abandoned by the company and the loss paid at once.

Mr. L. L. Ordner will, as soon as navigation opens, again be found at his old stand at Main street bridge ready to furnish fresh country milk to all vessels entering or leaving port. Mr. Ordner is prompt to act on order and guarantees to satisfy all customers Mr. Ordner has been at work at the Variety Iron Works during the winter. Much work has been done by the above firm, on vessels laid up at this port among which may be mentioned the propeller Benton, whose machinery has received much attention, the cylinders bored out, new valves, etc., and a new boiler. The Hubbell had her cylinder bored out, boilers jacked up and recalked and other repairs.

The work of releasing the schooner D. P. Rhodes, which was grounded on piles in the old river bed, and two and a half feet out, by the aid of one of Suckows marine jacks was a complete success, and occupied but two hours, under the supervision of Captain Stone as wrecker and Mr. Suckow as engineer. The schooner could not be pulled off for fear of tearing the planking on the bottom, but by the appliance of one jack she was lifted and, as the jack is adjustible, gredually forced back into the water by the movement of a strong universal ball joint. Our readers will remember seeing an illustrated description of this new wrecking tool in the MARINE RECORD of the 25th of February, but in case they desire further information regarding it they should address Ed. Suckow, 28 Fremont Place, Buffalo N. Y.

The contractors and sub-contractors for building the proposed fire boat were present at the meeting of the board of fire commissioners last week to have their contracts ratified. Mr. Thomas Fleming, of the firm of Stovering & Fleming, proprietors of the Excelsior Iron Works, informed the board that he had contracted with Murphy & Root to build the hull. The latter firm are well known ship carpenters, and their contract was speedily ratified. Lumber has already been ordered and work commenced, at the head of the old river bed. Some changes in the hull were suggested by Mr. Root, but the board decided to take no steps in the matter until Architect Cowles had been consulted. Superintendent of machinery Cornelius Murphy was appointed resident superintendent of the driving machinery to be placed in the boat, under the supervision of Mr. Cowels. According to the contracts the boat is to be finished and ready for service in three months, or July 27. Mr. Fleming, however, promises a 4th of July excursion in the craft. Murphy and Root will have the hull ready for the machinery within seventy days.

EAST SAGINAW.

Special to the Marine Record.

The steamer Wellington R. Burt is receiving a thorough overhauling and some new stanchions. Her boiler has received new tubes and a new inside of steel at a cost of about $3,000. Captain Robert Medler will be in command, Wm. Ryan engineer, Judd Gugwire mate and Douglass Morrison steward. She will run between East Saginaw and Bay City in conjunction with steamer L. G. Mason Captain John Rogers, engineer Joe Nichols, clerk Chas. Letts.

Messrs. English and Maher who recently purchased the steamer Pickup have had her name changed to the Lucile. She will run between Saginaw and Bay City. Captain Michael Maher will command her and John Buster will be engineer. WILLIAMS.

CHICAGO.

Special to the Marine Record.

Steamer Minnie M. has been in drydock at Chicago Drydock Company's, for some repairs to her bottom some calking and iron sheathing forward.

Captain Peterson, of Cleveland, arrived here Monday to take charge of the schooner Erastus Corning.

Market firm and vessels in good demand, and as predicted in my last, freights have advanced so that 3¼ cents is now offered to Buffalo and the following have been chartered and are loaded or are loading since my last: Propellers Onoko, J. H. Devereux, R. P. Ranney, City of Cleveland, Thomas W. Palmer, S. E. Sheldon; schooners S. J. Tilden, Ahira Cobb, Golden Age, John Kelderhouse, H. J. Mills, W. A. Sherman, M. W. Page, Charles Foster, F. L. Danforth, George, George M. Case, and City of Sheboygan.

Captains Wm. Trinter and Thomas Wilford, of the iron steamships Onoko and J. H. Devereux, arrived here Monday to superintend the fitting out of their respective steamers. Engineer Steele, of the Onoko, is expected Wednesday.

The Excelsior Iron Works, of this city, of which Andrew Ritter, (the efficient past national president of the National Marine Engineers' Beneficial Association), is superintendent, is crowded to its fullest capacity with marine work, having the machinery of over fifty steamboats to overhaul and put in order for the coming season.

J. W. B.

BUFFALO.

Special to the Marine Record.

Joseph Schumaker, chief engineer of the steamer City of Rome, has gone to Chicago, to fit her out for the season. The Rome and her consort, the Redwing are grain laden for Buffalo.

Connolly Bros. & Co. have bought of O. T. Flint, general agent of the Etna insurance eompany, the iron ore cargo in the barge Cyclone, which is sunk at Alabaster, Saginaw bay. There were originally 861 gross tons, and the price paid was $375. As soon as the ice has cleared away the buyers will make efforts to recover the ore.

Captain S. A. Murphy of Detroit was in town last week. He said that he would continue the wrecking and towing business, but probably not on so large a scale as heretofore. He expected to have control of the tugs Balize, Gladiator and Kate Williams, recently bought by Captain Thomas Maytham, and also of the Canadian tugs Charlton and International, besides the schooners H. Bissell and Starling. He still has charge of the wreck of the steamer Quebec, which lies sunk in shallow water in the Sault river, and as soon as the weather permits he will pump her up and tow her to Owen Sound.

The Lackawana is building at the entrance to the harbor a large dock, with a capacity of two hundred cars daily for the handling of Lake Superior ore.

The new Anchor line propeller now has her keel laid and frames bent. Owing to some doubt about her being able to clear the rocks at the Lime Kilns with the draft as first fixed upon, her model has been somewhat modified. As now decided upon she she will be 322 feet long and 40 foot beam.

The ice, which was well rotted, has moved out of Buffalo river altogether, and out of the Blackwell canal up to South Michigan street.

Captain James W. Condon left last night for Detroit, where he will join the lighthouse steamer Haze as first mate. Captain McKenzie remains in command.

MARITIME LAW.

COLLISION—INTERFERING COURSES—PRECAUTIONS NECESSARY—DAMAGES.

Circuit Court, E. D. Pennsylvania. January 29, 1886.

If two vessels, under steam, are approaching each other by interfering courses, so as to involve risk of collision, the vessel which has the other on the starboard side must keep out of the way, and adopt whatever means are necessary to enable her to keep off. If the proximity is such that stopping is necessary, she must stop at once.

Butler, J.

The two cases will be considered together. The libel filed by the Helena charges, in effect, that the O'Neil, when first observed, (shortly before the collision,) was running down the bay on a course parallel to that of the Helena, about a mile distant, and about one point abaft the Helena's starboard beam; that the vessels seemed to be gradually approaching, when suddenly, without warning, the O'Neil starboarded her helm, and undertook to cross the Helena's bows; that the latter, seeing a collision probable, ordered her wheel hard a starboard, at the same time stopped the engines, and gave full power astern; that the O'Neil continued her course, ("which was of an arc, under the influence of a starboard helm,") and carelessly and negligently ran into and collided with the Helena. It is upon this allegation (and the additional statement that the O'Neil's lookout was deficient) that the case of the Helena rests. A careful examination of the testimony has satisfied me that the allegation is not sustained. The weight of the direct testimony, as well as all the inferences arising from surrounding circumstances, are against it. I am convinced that the O'Neil, when first observed, was not abaft the Helena's beam; and that she at no time while in view starboarded her helm. The vessels, with a third, had gone down the river and bay, in company; the O'Neil in advance, breaking the ice and clearing the way. Having more speed than the others, the latter vessel, as night came on, had gotten several miles ahead, and soon after was lost to view. When in the vicinity of Henlopen light, being unable to send her pilot off, she resolved to turn back, run a few miles up, and anchor eastward of the channel. The testimony is convincing that, after running a short distance up the channel, she turned eastward, pursuing a course to the northeast, or between that and east. As her geen light was visible from the Helena, when she was sighted by that vessel, it is quite certain that she was on the latter course when first observed. In this situation of the vessels, the duty of the Helena is prescribed by rule 19, (Rev. St. § 4233:) "If two vessels under steam are crossing, so as to involve risk of collision, the vessel which has the other on her starboard side shall keep out of the way." That neither vessel changed her course from the time the O'Neil was seen until collision was imminent, seems clear. The fact that they came together, conclusively shows that they were on converging or interfering courses. It is impossible to ascertain the precise course of either. It is quite probable that the Helena was heading a little more to the eastward than her libel and witnesses state, and that the O'Neil was heading E. N. E. Judged by the evidence, the Helena was clearly in fault, in not ascertaining the direction of the O'Neil when the latter was first sighted, and in increasing her speed at this time. She should have stopped at once, if the proximity was such as to render this precaution necessary. If it was not, she should have reduced her speed, and adopted such other measures as were necessary to enable her to keep off. Whether her failure to observe the course and situation of the O'Neil, and to take proper measures as avoid the collision, resulted from neglect to maintain a proper lookout, or from other cause, need not be determined. It was her duty to keep off; and no justifiable cause for failing to do so being shown, she must be held to have been in fault.

Was the O'Neil also in fault? If she saw the Helena's green light, as well as the mast head light, before changing her course eastward, she was in fault. It must be observed, however, that this fault would not excuse the Helena, because she did not see the former vessel until after the change had taken place, and could not, therefore, have been misled or embarrassed by it. Was the O'Neil, however, guilty of such fault? She had seen the mast head light when running northward. This, however, gave her no information of the course of the vessel carrying it, and subjected her to no precaution respecting her own course. The evidence satisfies me that the green light was not seen, and was not within view, until the O'Neil had turned eastward. Being upon this course when the situation of the Helena was discovered, it was her duty to hold it. She did so until the collision became imminent, and then turned further eastward in an effort to escape. I am unable to see wherein she failed in duty.

I attribute no material weight to the alleged confession of fault by her master. The vessel was in charge of the pilot, and her movements were governed by his orders. It is incredible that the master, while blaming the Helena, and attributing the collision to her neglect of duty, should have intended to confess that the fault and responsibility were his. He may have been in error in turning back, and running up the bay to anchor, instead of making further effort to get rid of his pilot, and continuing his course to sea, (an error immaterial to the case,) and it is not improbable that this is what he alluded to. Nor do I think it important, under the circumstances, that we have not the testimony of some members of the O'Neil's crew, who had gotten out of reach before the testimony was taken. A decree must therefore be entered in favor of the O'Neil in each case.

THE OREGON.

Judge Drummond, who was a passenger on the ill-fated Oregon, arrived in Chicago last night. He went to the residence of his daughter, Mrs. Farwell, in the Charlevoix, where he will remain for a day or two. The gentlemen was looking well, and, there was a feeling of lively contentment visible in his face as he sat beside his daughter and talked of the narrow escape of the passengers and crew of the Oregon from death. "You know," said the judge, "I only went over on a matter of business. We left Liverpool for home March 6, and had enjoyed very pleasant weather, considering the time of the year. March 14 the accident occurred. I had been awakened early on the morning of that day, how I can not tell. I lay awake for a considerable time, listening to the only sounds audible, the measured throb of the massive engines, and the low splash of waves, as the ship threw aside the waters. Suddenly there was a crash, accompanied by the crunching of wood, then a sound as if some heavy substance had fallen a great distance. The noise lasted only an instant, following it there was a silence, and then, above me, I heard the rush of feet, the surge of the waters, and the voices of officers in command shouting orders to the seamen. The crash occurred but a few feet away from me; a little forward of amidships. I jumped up, and after hastily dressing went on deck. The greatest confusion prevailed: passengers and seamen were alike excited, although the officers did their utmost to quiet and allay their fears. Looking around I tried to find the cause of the crash; it was dark, about 4:20 o'clock, and I could see no craft on the waters. To our right the lights on Fire Island shone clear, only seven miles distant; on the left lay Long Island Sound, stretched away amid the darkness. The Oregon was still steaming ahead, and the captain ordered all the passengers on deck. The hope—delusive, it shortly appeared—that the ship could not sink because she was water tight, buoyed us up for a time, but the Oregon took a list, and some among us knew she was doomed. Pilot boat No. 11 hove in sight, but remained at a respectable distance. The captain ordered that the women and children be put on board first. By this time the water had reached and extinguished the fires of the steamship, and the fireman had come on deck. As the first boat was about to leave a number of the firemen jumped forward and tried to press their way into the departing boat. One of the officers barred the way and a scuffle followed. The mutineers seemed determined to get on board, but were beaten back by the use of axes. After all the women and children had been put on the pilot boat the schooner Fannie A. Gorman, of Belfast, Me., hove in sight, and we prepared to board her. By the mismanagement of that ship many hours were lost in transferring the passengers; she lay about a mile distant from us, and it took some of the boats two hours to get to her. The saving of minutes means in such cases the saving of lives, and affairs looked desparate for us at one time. Of course everything was done to effect a stoppage of the leak. A couple of steamers passed us, but they did not come to our assistance; it is fair to presume they did not understand us. By 12 o'clock we were all on board of the schooner. By that hour it was plain to see the Oregon must sink; even before I left for the schooner the water swept the main deck. Forty minutes later she went down. The stern rose high in the air; she was poised a minute, then gradually and gracefully she disappeared. It was a dreadful catastrophe, but her end was worthy of her beauty and grace. The opinion of all was that a finer ship than the Oregon never crossed the ocean. After she went down, and we thought had been lost sight of forever, her topmasts re-appeared. Shortly after she sunk the steamer Fulda hove in sight, and we were transferred quickly and safely to her. I can not speak too highly of the treatment we received while on board ship. I lost everything I had, except some papers which I took occasion to remove from my trunk."

In regard to the question of who was to blame, it was said by the men on watch that the schooner did not show any lights until she was almost upon the Oregon. However that may be, several of the passengers who happened to be on deck said that they saw the schooner's lights long before the collision The steamer was going at the rate of eighteen knots an hour; the wind was blowing slightly from the southwest, and there was little sea on. It appears to me that the steamer tried to cross the bows of the schooner, and the distance was miscalculated. The only thing to offer in palliation of the dreadful error is that just before the vessels met the schooner changed her course. It was a wonder we all escaped. Our safety was due to the time at which the collision occurred, the character of the day, the arrival of the pilot and schooner, and the length of time the Oregon floated. It is a matter of wonder, though, that she sank at all, being provided with air tight compartments. I am enjoying good health and suffer but little from a bruise I received on the right leg. I am glad to be back again, and it is likely I'll remain at home."

The steamship Oregon was built at Glasgow for the Guion line. She arrived here on her initial trip on October 14, 1883, making the run from Queenstown to New York in seven days, eight hours and thirty minutes. At that time she was the most magnificent, most powerful and fastest of trans-Atlantic vessels. in August, 1884, she made the run from Queenstown to New York in six days, nine hours and forty-two minutes, this being nearly twenty four hours shorter than her first trip and the fastest then on record. On her return trip to Queenstown she made the run in six days, eleven hours and nine minutes, The dimensions of the Oregon were 520 feet in length, 54 feet breadth of beam, 40¾ feet depth of hold, and 7,250 tons, gross measurement. She was built of iron with nine transverse, water tight bulkheads, five iron decks and a strong turtle back deck forward and aft as a protection from the heavy seas. She was fitted to accommodate three hundred and forty saloon, ninety-two second cabin, and one thousand steerage passengers. The fittings of the Oregon were unusually fine and the ship throughout was lighted by incandescent electric lights. The most striking feature of the vessel was its enormous steaming power. The engines were simple in construction and presented a capacity greater than any before put on an ocean steamer. Her boiler power was correspondingly large, as may be realized from the fact that she burned more than three hundred tons of coal every twenty-four hours.

CANADIAN MARINE LAWS.

A writer for the Port Huron Times analyzes Canadian marine laws as follows:

Your columns have on several occasions this winter alluded to the operations of the marine laws of Canada where those laws very seriously affected the interests of citizens.

Our marine laws had their origin away back in times when railways, telegraphs and telephones were not thought of. A captain called at some strange port destitute of necessaries and also of currency. Credit was an essential. He had only his fare which could not always be used as fiat currency. So with us the man who furnished the supplies looked to the vessel, the thing *rem* as the lawyers called it, and a claim against a boat or vessel has up to this time boen considered as very safe. Use and want became law.

Claims have taken precedence as follows: Labor, excepting the captain, who had no lien; supplies recently furnished; lastly, stale debts and claims generally. The process ofcollection was very summary, prompt and expensive to the vessel.

The Canadian marine law is not ten years old yet, but if they go on as they seemingly have begun they will revolutionize things. They give preference to all claims for labor including the captain's, and these claims never wax old or stale. Then come mortgages of recent date and record. Last of all come claims for supplies. There has been as yet no decision of the courts, but it is stated on authority of the best Canadian lawyers within reach as the dictum of their highest courts that claims for supplies are not liens at all.

Those legal methods can be made to apply to an American vessel as well as to one sailing under the British flag, and this is an experiment that our merchants may at any time be called upon to meet.

A vessel, either British or American, gets $200 or $300 worth of supplies on board and starts for Sarnia. There she is seized for debt. The captain, perhaps part or even whole owner, puts in a fabulous claim for his wages. The crew file their claims. A mortgage given for her purchase morey is found on record. There is probably not one dollar left for the supply man. We courteously respect the action of the foreign courts and they respect ours.

I have described action that has transpired in Sarnia this winter. It will readily be seen that it offers a good chance for collusion and rascality. It is equally evident that our merchants, especially dealers with Canadian vessels, can no longer look for safety *in rem*. Their only safety lies in the honesty and credibility of the owners. If the Canadians hold to their rulings, and our courts continue to endorse the action of theirs, our merchants must take a new departure.

BRADSTREET'S.

Bradstreet's, the weekly financial and commercial newspaper, published by the Bradstreet mercantile agency, is now in its thirteenth volume, and stands at the head of all the financial and commercial periodicals of this country, and is surpassed by none in Europe. In the twelve volumes already issued can be found more original and carefully prepared matter—facts and figures—relating to business topics than can be found in any other periodical for the same period. Nor is it surprising that it has reached and maintains this position, for it is owned and published by a large corporation, the Bradstreet Company, with its cash capital and assets of over $1,400,000, its nearly 100 branch offices, and its small army of over 1,600 salaried employes and 65,000 regular correspondents. This organization makes extensive investigations into industrial and other matters, gathers full reports of the condition and prospects of the leading crops, and exhibits regularly the state of business, practically making Bradstreet's the authority as to the condition and prospects of the commercial world. It needs but a glance at the newspaper to satisfy any one that its publishers have been ambitious more than avaricious, for in no way are its pages made up to cater to the popular taste or to serve the purposes of loud or insinuating advertisers. No trivial or sensational matters are ever to be found in its columns, but the whole nine hundred large pages a year are so solidly packed with news, reports, discussions, decisions, and data as to make Bradstreet's an acceptable and almost indispensable journal for progressive business men.

NEW WINDLASSES, ETC.

The American Ship Windlass Company will furnish the following vessels with windlasses, viz:

Tug Charles Pearson, repairing and refitting by Atlantic Works, Boston, a Providence steam pump-brake windlass.

Tug Cherrystone No. 2, building by the Harlan & Hollingsworth Company.

Ship Grandee, soon to arrive at New York, a Providence capstan windlass to replace her present windlass.

Schooner Calvin F. Baker will replace her present windlass with a Providence pump-brake windlass on her arrival at Boston.

The yacht building at Chelsea, Mass., by Justin E Taylor.

The yacht building at East Boston, Mass., by Wood Brothers.

The yacht building at Newburg, N. Y., by C. D. Miller of Poughkeepsie.

The yacht building by Charles Harrington, at Bath, Maine.

The yacht Talisman, C. H. Osgood, Norwich, Ct.

The yacht Atlantic building by J. Mumm at Brooklyn.

The steam yacht building by William McKie at East Boston, Mass.

The American Ship Windlass Company, has just shipped a steam capstan to the Oregon Railway & Navigation Company for use on one of their steamers.

Mr. A. Cary Smith, of New York, has ordered a Providence pump brake yacht windlass for a yacht building by Piepgras & Pine at Brooklyn for Mr. W. E. Iselin.

LITERARY NOTICES.

HARPER'S MAGAZINE for April is as novel and fresh as the spring-time. Three new and important serial stories are begun. One of these, "Their Pilgrimage," which opens the number, is a story of American life and character as seen at our summer resorts, written by Charles Dudley Warner, and brilliantly illustrated by Charles S. Reinhart. This first part is in Mr. Warner's best style, and has for its background Fortress Monroe, Cape May, and Atlantic City. "Springhaven" is the title of a new novel by R. D. Blackmore. It is a picture of rural English life in the days of Admiral Nelson, and the stirring events of those days are certain, in Blackmore's narrative, to develop interesting characters and to reawaken in the author's countrymen the old English spirit manifested at Trafalgar. Mr. Blackmore's novel is illustrated by Frederick Barnard and Alfred Parsons. One of Mr. Parson's drawings, "The fair Vale of Springhaven." is the frontispiece to the number. There is also the beginning of a new novel by Mrs. Craik, the author of "John Halifax, Gentleman." It is entitled "King Arthur. Not a Love Story." Its interest is based upon maternal instinct, and it will reach every mother's heart in America and England. This novel will be published in three parts. The first part occupied twenty-seven pages of the Magazine.

Miss Woolson's novel, "East Angels," is continued, and will be concluded in the May number.

THE ATLANTIC MONTHLY for April opens with a paper on Gouverneur Morris by Henry Cabot Lodge, which will be found of much interest. A short story by Sarah Orne Jewett, entitled "The Dulham Ladies," is also a pleasant feature of the number, and with Mr. James's and Miss Murfee's serials furnishes its fiction. Two important papers, one on "Responsible Government under the Constitution," by Woodrow Wilson, author of "Congressional Government," the other, "Reformation of Charity," by D. O. Kellogg, will be of interest to thoughtful readers. Julian Hawthorn contributes a paper on the "Problems of the Scarlet Letter," and this, with an article on "Children, Past and Present," by Agnes Repplier, and "Shylock vs. Antonio, A Brief for Plaintiff on Appeal," by Charles Henry Phelps, comprise the chief contents of the number. There is a poem by Mr. Whittier, called "Revelation," and some other verses by Andrew Hedbrook and A. M. Libby; also criticisms of recent historical works under the title of "Historical Methods," and of some new French books of illustrations. The usual departments close a most agreeable installment of this standard magazine. Houghton Mifflin & Co., Boston.

The collector of customs at Digby, N. S., has seized the American schooner E. A. Horton upon her presentation for registry at that port by Nova Scotians who had recently purchased her. In 1871 the vessel was seized by the government cruiser Sweepstakes for an infraction of the fishery laws and taken into Guysboro, N. S. On the night of October 8, 1871, her owners stole her from the dock, robbed the store-house of her sails and rigging and put to sea. The United States government gave her new papers, under which she has since sailed. The Dominion officials have failed till now, in their attempts to recapture her.

Propellers Onoko and Roanoke will be run in connection with the Grand Trunk road between Sarnia and Duluth, and Chicago.

CHARACTERISTICS OF MISSISSIPPI RIVER STEAMBOAT MEN.

BY THE SECOND ENGINEER.

Written for the Marine Record.

PART XIV.

When a St. Louis, or New Orleans steamer strikes her home port, the roosters are put ashore and the load taken of from the boat by contract. This custom does not prevail absolute in every other home port however. In connction with the unloading of a river steamer in New Orleans, comes another dignitary whose tenacious adhereance to a stereotyped principle of work, has made him a person of marked characteristics, in fact made him noted. This noted person is the discharging clerk, a man who seems to be indigenous of the city of New Orleans. Both colors are represented, the black predominating. These gentlemen work by contract, and in some instances one contractor may have several subordinate discharging clerks under him. When a steamer lands at New Orleans, she may have freight for two hundred different persons. The discharging clerk, who is provided with a lot of miniture flags of different designs and figures, looks at the name of each package as it comes out and to each separate consignment, he designates the place for it to be stowed and assigns to each a flag. Nor is the process slow, for time being money, the boats are always unloaded rapidly. The men who shoulder the packages always arrange them that the mark can be seen by the discharging clerk, and as the men pass out the clerk will look at the mark and tell where to take it by calling out the name of the flag designating the pile, something after this fashion "black heart," "green star", "red moon," "yellow square," and so on through a long list of flags.

After each separate pile has been designated, then each man calls out the mark on his package, as he passes out and the discharging clerk will never fail to tell him the correct place to put it.

Boats of recent date are nearly all provided with elevators, to elevate freight out of the hull, but, up to a few years back the freight was all hoisted out of the "hole" with the "freight hoister," which is a "nigger" engine, running two shafts, or spools. As one goes up on one side of the boat, the other goes down on the other side. If the freight to be hoisted out is barrels, then one man at each hatch can drag off, while one will hook on below. If it is a side wheel boat one of the strikers generally runs the freight hoister. The man at the engine pays but little attention to anything else, but stands there and continually reverses the engine. A negro rooster is a musical fellow and blends his music with whatever he does, and, as the man hooking on has to notify the engineer when all is fast he generally accompanies his signal with a tune. Inasmuch as the "nigger" engines work rapidly and are never stopped, but are reversed with steam on the men hooking on below are kept pretty busy, and a person unaquainted with the work would imagine the man down in the hole a happy person, who sang as he worked. A man that has observed a steamer hoisting freight out of the hole will remember the familiar sound of "hoist away," "hoist," "O; hoist away," "hoist 'er up," "hoist," "hoist," "hoist away."

After a man has stood in a stooping position while he hitches on a thousand or fifteen hundred packages, he generally cuts of all extra flourishes, and simple "hoist," does him, when he has hooked on. The man dragging of at the top has an important place, for a miscalculation in not getting the package on deck, might cause it to be precipitated in to the hole again. The "nigger runner," always waits for the order to lower before he does so, and when the package is high enough up, the man pulling off gets in his song of "lower away," or if he is not in a musical turn, why, a simple yell of "hight" will have to do. I have seen the crew of a steamer work fourteen hours, unloading without rest, the boat having on board nine hundred wagons, or the gearing for that number, that had been shipped in pieces. The mate undestanding the disposition of the rooster wisely left the wheels until the last. When that crew of twenty-two men, after fourteen hours of constant labor, started in on that load of three thousand six hundred wheels, at mid-night, you would have thought that they had been resting for a week. A man would roll his wheel out on to the stage, then putting his hand on the hub, start in a run down the stage and onto the bank singing and yelling continuously.

At all intermediate points the freight is put ashore by the crew, and if the "pile" is not too large the men always go on a run, for oftentimes the boat does not put out a line, but throwing the boats nose into the bank "hold' er up outside," which means hold the boat up against the bank by working the outside wheel, in which case the pilot pulls the wheel hard down, toward the shore, to hold "her head in."

GRAIN CAPACITY AT CHICAGO.

PROPELLERS—CHARTERED.

Total grain capacity laid up in Chicago during winter 1885-1886, not including 15 line boats. With date of charter.

January 2d, G. D. Norris, 43,000 bushels, corn, Kingston, 6 cents.

February 3d, Polynesia, 65 000 bushels, corn, Buffalo, 3½ cents.

February 18th, Wallula, 75,000 bushels, wheat, Buffalo, 3¼ cents.

February 27th, Geo. Spencer, 65,000 bushels corn, Buffalo, 2¾ cents.

March 1st, D. M. Wilson, 35,000 bushels, corn, Ogdensburg, 5 cents.

March 1st, Calumet, 70,000, bushels, corn, Buffalo, 2¾ cents.

March 1st, Mont Eagle, 50,000 bushels, corn, Ogdensburg, 5 cents.

March 3d, Whitney, 65,000 bushels, corn, Buffalo, 2¾ cents.

March 4th, S Chamberlain, 47,000 bushels, corn Buffalo, 2¾ cents.

March 6th, W. A. Avery, 65,000 bushels, corn, Buffalo, 2¾ cents.

March 8th, Nipigon, 35,000 bushels, wheat, Buffalo, 3 cents.

March 8th, City of Rome, 82 000 bushels, corn, Buffalo, 2¾ cents.

February 9th, J. H. Farwell, 52,000 bushels, corn, Buffalo, 3½ cents.

March 9th, E. B. Hale, 50,000 bushels, corn, Buffalo, 2¾ cents.

March 11th, John B. Lyon, 75,000 bushels, corn, Buffalo, 2¾ cents

March 12th, Ellen Spry, 40.000 bushels, corn, Ogdensburg, 5¼ cents

March 14, Alcona, 40,000 bushels, corn, Buffalo 2¾cts.

March 14, Iron Age, 40,000 bushels, corn, Buffalo, 2¾ cents

March 16th, City of Cleveland, 80,000 bushels, corn, Buffalo, 3 cents.

March 16th, R. P. Ranney, 67,000 bushels corn, Buffalo, 3 cents.

SCHOONERS AND BARGES—CHARTERED.

November 20th, R. B. Hayes, 45,000 bushels, wheat, Buffalo, owner's account.

December 3d, C. P Minch, 28,000 bushels, flax seed, Buffalo, 5 cents.

December 4th, Lizzie A Law, 52,000 bushels, flax seed, Buffalo, 4 cents.

December 4th, Thos L. Parker, 45,000 bushels, flax seed, Buffalo, 4¾ cents.

December 14th, D. E. Bailey, 48,000 bushels, flax seed, Buffalo, 4 cents.

January 4th, Sweetheart, 40,000 bushels, corn, Buffalo, 3½ cents.

January 5th. Minnehaha, 60,000 bushels, corn, Buffalo, 4 cents.

January 5th, Lottie Wolf, 22,000 bushels, corn, Midland, 3 cents.

Junuary 8th, C. B. Jones, 30,000 bushels, corn, Ogdensburg, 6 cents.

January 8th, Jas. Mowatt, 38,000 bushels, flax seed, Buffalo, 4 cents.

January 9th, J. D. Sawyer, 42,000 bushels, corn, Buffalo, 4 cents.

January 11th, S. B. Pomeroy, 28,000 bushels, corn, Midland, 2⅞ cents.

January 22d, Vickery, 22,000 bushels, corn, Midland, 2⅞ cents.

February 1st, John Kelderhouse, 33,000 bushels corn, Midland, 2¾ cents.

February 9th, Geo. Steel, 20,000 bushels, corn, Midland, 2¾ cents

February 11th, Pensaukee, 38,000 bushels flax seed, Midland, 3½ cents.

February 19th, Scotia, 40,000 bushels, flax seed, Buffalo. 3 cents.

January 27th, C. C. Barnes, 35,000 bushels, corn, Buffalo, 3¾ cents

February 17th, City of Green Bay, 24,000 bushels, corn, Midland, 2½ cents.

February 20th, J. G. Boyce, 20,000 bushels, corn, Midland, 2½ cents.

February 25th, Michigan, 50,000 bushels, corn, Buffalo, 2¾ cents.

February 25th, E. A. Nicholson, 40,000 bushels, Buffalo, corn, 2¾ cents

February 25th, J. H. Rutter, 65 000 bushels, corn, Buffalo, 2¾ cents

February 26th, A. Mosher, 18,000 bushels, corn, Midland, 2¼ cents.

February 26th, News Boy, 27,000 bushels, corn, Midland, 2¼ cents,

February 27th, Camden, 48,000 bushels, corn, Buffalo, 2¾ cents.

March 1st, Manitowoc, 34,000 bushels, corn. Ogdensburg, 5 cents.

March 1st, Champion, 40,000 bushels, corn, Buffalo, 2¾ cents.

March 1st, M. L. Higgie, 21,000 bushels, corn, Midland, 2¾ cents.

March 3d, Red Wing, 48,000 bushels, corn, Buffalo, 2¾ cents

March 3d, Melbourne, 35,000 bushels, corn, Buffalo, 6¾ cents

March 4th, White Star, 25,000 bushels, corn, Ogdensburg, 5 cents

March 4th, Our Son, 45,000 bushels, corn, Buffalo, 2¾ cents.

March 4th, J. Godfrey, 45,000 bushels, corn, Buffalo, 2¾ cents

March 4th, Minnie Slauson, 23.000 bushels. corn, Midland, 2¼ cents.

March 6th, Iron Chief, 55,000 bushels, corn, Buffalo, 2¾ cents.

March 6th, Thos. Quayle, 44,000 bushels, corn, Buffalo. 2¾ cents.

March 8th, Comrade, 58,000 bushels, corn, Buffalo, 2¾ cents.

March 10th, E. C. Hutchinson 52,000 bushels, corn, Buffalo, 2¾ cents.

March 11th, John Martin. 58,000 bushels, corn, Buffalo, 2¾ cents.

March 12th, City of Chicago, 22,000 bushels, corn, Midland, 2¾ cents.

March 12th, Red White and Blue, 30,000 bushels, corn, Midland, 2¾ cents.

March 11th, Wayne, 48,000, bushels, corn, Buffalo, 2¾ cents.

March 12th, San Diego, 57,000 bushels, corn, Buffalo, 2¾ cents.

March 12th, J. M Hutchinson, 67,000 bushels, corn, Buffalo, 2¾ cents.

March 14, Iron State, 60,000 bushels, corn, Buffalo, 2¾ cents.

March 16th, A. Cobb, 55,000 bushels, corn, Buffalo, 3 cents

March 16th, S. J. Tilden, 42 000 bushels, corn, Buffalo, 3 cents.

UNCHARTERED.

	Bushels.		Bushels
Wm. Edwards	52000	Clyde	60000
A Medora	21000	Interocean	52000
Chas. Foster	68000	H. J. Mills	38000
E. J. McVea	20000	Sunrise	32000
F. L. Danforth	49000	W. A. Sherman	38000
Golden Age	92000	Rhoda Emily	32000
Gold Fleece	30000	Business	60000
George	53000	Arthur	25000
M. W. Page	50000	Georger	56000
Melvina	18000	Cheeny Ames	22000
Alta	60000	H. W. Sage	54000
Halsted	36000	Lem. Elsworth	24000
Homer	33000	Onoko	100000
N Bloom	38000	J. H. Devereux	83000
Two Fannies	32000	S. P. Ely	43000
M. E. Tremble	48000	S. E. Sheldon	35000
H D. Coffinberry	42000	*Erastus Corning	50000
H. R. Newcomb	48000	E. B. Maxwell	25000
W. J. Averell	64000	Mary D. Ayer	20000
Argonaut	52000	Kate Winslow	50000

*Doubtful if takes grain.

Total number of grain carriers at close of navigation laid up in Chicago river, 1885-6.	109
Number chartered up to March 16 p. m.	68
Number unchartered	41
Total grain capacity of 109 vessels, bush	4,908,000
Total quantity chartered in 68	3,055,000
Grain capacity unchartered	1,835,000

Forty-one vessels, with 1,835,000 capacity are unprovided for, up to March 16, p. m., and fifteen propellers that will load with package freight, unless grain freights go to 4c. or more. So say their agents.

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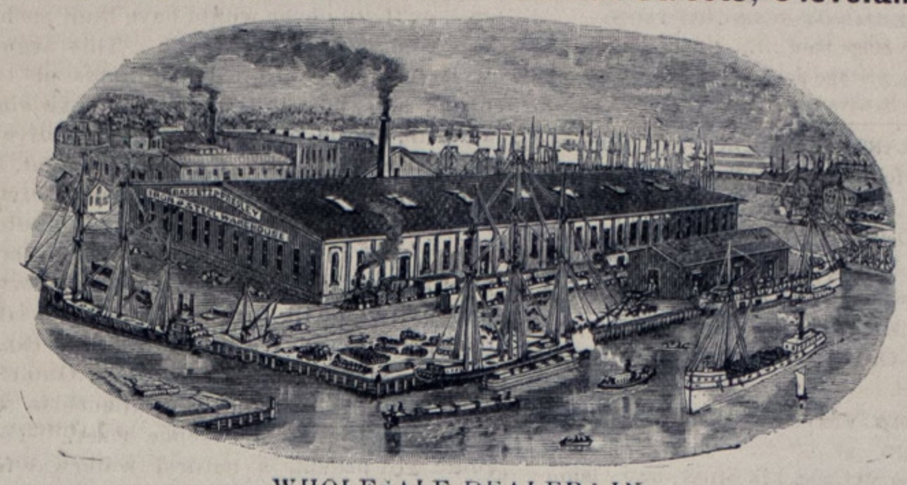

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THE TAXATION OF SHIPS.

The continuous decline of the navigation interests of the United States suggests the importance of exemption from local taxation as a partial remedy. This has been tried in Massachusetts, New York and Pennsylvania with good results. It is plain that relief of some sort is needed to prevent further decay of the national merchant marine. The present registered tonnage is the smallest since 1847, while the enrolled tonnage is but little smaller than in 1860. The total merchant marine of the United States, including sailing vessels, steamers, canal boats and barges, on the ocean, the great lakes and the western rivers amounts to 4,265,934 tons, or 0.12 per cent. less than in 1884, and not quite so much as in 1853. It is perfectly obvious that while the country has been growing wonderfully in almost every direction its shipping has been going rapidly to the dogs. In the New England States the total tonnage of all classes of vessels in 1885 compared with the year before was as follows:

NEW ENGLAND VESSELS.

	1884.		1885.	
	No.	Tons.	No.	Tons.
Maine	2,578	543,432	2,477	487,573
New Hampshire	70	10,573	66	10,890
Vermont	31	4,427	33	4,591
Massachusetts	2,156	437,364	2,068	442,837
Rhode Island	291	41,499	270	39,786
Connecticut	863	109,499	835	108 672
Total	5,989	1,146,744	5,749	1,094,347

Over and above the question of first cost, the best authorities are of the opinion that local taxation in this country is an almost insuperable obstacle to the profitable employment of vessels in foreign commerce. David A. Wells goes so far as to say that "if ships of the best foreign construction were to-day, put down at our wharves their use in competition with vessels under foreign flags would be attended with no little embarrassment, if not impracticable. The most serious of these obstacles grows out of the system of state or local taxation generally adopted in the several states in the federal Union."

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Commencing Sunday, Nov. 29 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No. 14, Special New York Ex	....	3 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	....
No 26, Conneaut Accommodation	†4 25 P M	....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via "	*6 00 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*11 00 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 4 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger	*9 02 P M	....
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:45 a. m., *1:35 p. m.

EUCLID ACCOMMODATION.

Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m.

*Daily except Sunday.

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General Manager, Cleveland, O

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ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, MARCH 25.

THE RIVER AND HARBOR BILL.

The River and Harbor Appropriation bill will probably be reported to the House about the 10th of April. Meanwhile the committee in charge will give hearings to parties interested. The aim is to make the bill aggregate about 25 per cent. of the estimates furnished by the engineers. General Grosvenor, of Ohio, who is a member of the committee, expresses the opinion that a service of a session on this committee will teach a man more of American geography than anything he might do in the way of study into the subject, for not only does one become acquainted with the description of the land, but the resources of the country are also clearly set forth. The connection between the expression of Mr. Grosvenor and the determination of the committee not to grant more than 25 per cent. of the estimates furnished by the engineers for the guidance of the committee, is very suggestive.

Discussion has been had in all quarters as to the extent that water transportation can compete with railroad transportation, and during the consideration of the Reagan interstate commerce bill many theories have been arrived at. Committee rooms, lobbies, and the public press have all been teeming with influence regarding the merits of each of the great competitors for the lake region commerce, the east bound freight. The discussion has been based on the ability of lake carriers to accommodate the demands that will be made on them during a season of imperative demand for supplies. The ability of lake carriers is only limited by their facilities for passing the points where deep draft is impossible by reason of failure of the government to make the necessary improvements in our interest, notably the locks at St. Mary's canal, the Lime Kiln crossing, and the different systems of canal by which the produce carried by lake vessels is enabled to reach the seaboard We had occasion recently to refer to the magnificent efforts now being made by the Canadian government to attract to the St. Lawrence system the bulk of business now being done by our American bottoms, the liberal appropriations for the deepening and improving of Welland, and compared that action with the dilatory motion of the United States government and the state of New York in taking action on the improvement of Erie canal. Erie being the most important canal in the country, has been the subject of special investigation, and particularly when the proposition for making it a ship canal was being strongly urged.

It has been held by the opponents of canals that an examination of the relative merits of canals and railways is to the disadvantage of the canal in every respect, that the proverbial slowness of the canal and the winter deadlock both tend to cast it into disfavor with the shipping public, but such is not really the case where the canal is the extension of a long water route. It must be acknowledged that heavy freight has always been moved long distances by water in preference to rail, and it ever will be. It has also been held that the canal is the most expensive of the two routes. If all these assertions are true why is it that the Erie canal, during the comparatively short time that it is navigable, was enabled last season to deliver at the port of New York 37,500,000 bushels of grain, while the combined railroads, during the same period, delivered only 28,000,000? The question is not difficult to answer, for with the benefits of a free canal system it is cheaper for the shipper to send his grain by water than by rail, or there never would have been such a large tonnage on the canal. This argues well for the continued usefulness of the canal, and since it is already in existence and can, by the outlay of a comparatively small sum of money for improvement, be made still more beneficial to the commercial interests of the country. Notwithstanding these points in favor of the enlargement and improvement of Erie we have a favorite hobby, if you will, for the extension of lake transportation. We refer to a ship canal around Niagara Falls into Lake Ontario, similar to the Welland, and thence to the ocean via the St. Lawrence river. This route will provide a natural waterway for lake commerce to the seaboard, and we bring it forward again because it offers very different results, and is now receiving increased attention and much favor. The benefits to be derived from this route are not purely imaginary.

The drainage of a country by the operation of natural laws provides a series of water courses whose repeated conjunction finally furnish us with navigable streams. This is the case in this instance. The advantages of the transportation facilities thus afforded are unquestionable, and the lake and European trade, instead of having come to an end, with the decade ended in 1870, with these improved facilities, will be but in its infancy. Not only is the cost of maintenance and repairs a trifle, but there will be no restrictions to an unlimited passage to the ocean on account of lack of facilities and delay and increased cost on account of trans-shipment. In addition a waterway of this character permits of reasonable speed, and will undoubtedly act as a check upon excessive railway rates. The necessary intervention of the United States engineer, before this plan can be brought to completion, must be recognized and should not prompt navigators to look upon the project with discredit for the reason that we have no improved system of navigation, river or lake, in this country, but has been made more perfect by the recommendation of United States engineers.

There is a great temptation, in view of the history of the world, to encroach upon all the benefits of water transportation, for the value of water facilities often means the difference between an unimportant town or section of country and a busy industrial center. In referring to this point Major King, United States engineer, calls attention to the fact that there is but one city in the United States of over 60,000 inhabitants which is devoid of water communications. He cites Springfield, Ill., Columbus, O., Harrisburg, Pa., and Indianapolis, Ind., as four inland capitals which lack the vigor of full growth for the want of water transportation, while all have excellent railroad facilities. On the other hand, Duluth, Chicago, Cleveland, Detroit, Louisville, Cincinnati and Pittsburgh, which possess water transportation, flourish in a most gratifying manner. In the race for commercial supremacy the country possessed of water transportation and untrammeled commerce will undoubtedly take the lead; therefore, we argue that it is for the benefit of this country, in its competition with the old world, to adopt a system of improvement of its natural waterways that will give us advantage that can not be successfully combatted.

LAKE and river news is a specialty with the MARINE RECORD, published at Cleveland, Ohio. The RECORD is now in its eighth volume—is published weekly, at $2 a year—and is the only really nautical newspaper that ever hailed from the west. To those who desire to be posted on river and lake news, it is invaluable, while in its general contents it is far ahead of some so-called "metropolitan journals."—*Nautical Gazette.*

Recognizing that every word in the above notice contains a fact, we are in perfect accord with the writer, and thank him for so gracefully finding them. But we are inclined to urge upon him the propriety of saying "all so-called metropolitan journals" instead of some metropolitan journals.

SOME of the Lake Superior papers, in noting the appointment of Captain Alex McDougall as a director of the Lake Carriers' Association at Duluth, in place of Mr. B. A. Christie, got the facts badly mixed, saying that Captain McDougall had been appointed Duluth agent of the Transit Company in place of D. A. Christie. Mr. Christie, who has been the agent of the above company for six years, will continue in that position.

THE CHICAGO GRAIN FLEET.

On the third page of the RECORD this week will be found a list of the grain vessels laid up at Chicago. The details give name, capacity in bushels, date of charter, rate of freight, etc. The statement is made up to the 16th inst., with the exception of the schooner Charles Foster, which was chartered on the 13th, corn to Buffalo at 2¾c. The propeller R. P. Ranney and schooner S. J. Tilden should be credited with 3¼c. freight instead of 3c. as given. We have later received advices which bring the engagements up to the 23d, and give the details as follows:

On the 16th, in addition to those given, are the schooner F. L. Danforth, corn, Buffalo, 3c; schooner George, corn, Buffalo, 3c; schooner M. W. Page, corn, Buffalo, 3; propeller T. W. Palmer, corn, Buffalo, 3c; propeller Ada Medora, corn, Kingston, 5¾c; propeller Golden Age, corn, to Buffalo, 3c. On the 17th the steamer H. F. Mills, corn, Ogdensburg, 5½ or 5¾c; barge Sherman, corn, Ogdensburg, 5½ or 5¾c. On the 19th the steamship Onoko, corn and wheat, Buffalo, 3¼ and 3½c; steamship J. H. Devereux, corn, Buffalo, 3¼c (loads corn). On the 20th the schooner City of Sheboygan, corn, Sarnia, 2½c. (17,500 bushels); schooner G. M. Case, corn, Sarnia, 2½c, (23,000 bushels); steamer Argonaut, corn. Buffalo, 3¼c. On the 22d the Rhoda Emily, corn, Sarnia, 2¾c; schooner Erastus Corning, corn, Buffalo, 3¼c. On the 23d the Kate Winslow, corn, Buffalo, 3¼c.

Total number of grain carriers at close of navigation laid up in Chicago river, 1885-6.	109
Number chartered up to March 23 p. m.....	84
Number unchartered.....	25
Total grain capacity of 109 vessels, bush....	4,908,000
Total quantity chartered in 84 vessels.....	3,946,000
Grain capacity unchartered.....	962,000

This gives a very faithful and favorable condition for the opening, regarding the great amount of tonnage that was in the market sixty days ago, and can not fail to strengthen the opinion advanced in the columns of the RECORD during the winter that the season of 1886 would be a profitable one for vessel owners. The demand for tonnage is still good and by following date of charter in the statement we have referred to, it will be seen that freights are firm and on the rise. The rates given for the months of November, December and January include winter storage and should not be used as basis for comparison. This must assure owners that a bull market now prevails and that they are masters of the field. These views will positively be sustained, as grain is coming in freely and a large amount of corn that would have found its way to New Orleans by the Gould line will probably be turned into Chicago in consequence of the labor troubles on the Gould system of railroads, which troubles will also have the tendency to prevent other roads from adopting the cut-throat practice that has obtained in the past years of hauling for nothing as soon as navigation opens. Of the 14,000,000 bushels of wheat in store at Chicago the fleet of 109 vessels can bring but 5,000,000 bushels, leaving a good stock to draw on in future, and which in all likelihood must be moved before the 1st of June in order to accommodate the new crop. This will have a tendency to keep rates for all produce up to a paying basis.

THE water at Lime Kiln crossing is unusually low this season, somewhat like it was in 1879. Messrs. Duff & Gatfield reports it very low, at least one foot lower than at this time last year, and say that through April, 14 feet 4 inches would be a safe draft, while J. W. Wescott thinks that the best water is to the westward of Dunbar's drill, that there is twenty feet of water for two hundred feet to westward of the drill, but the channel is straight and if boats will run down or up slow, keeping about one hundred feet from the drill, and if wind should be from the westward, or if danger of drifting on the drill, if steamers will blow several whistles they will send their tug to show the tow over.

OBITUARY.

CAPTAIN THOMAS CRANSTON

The Wallacesburff Record in noting the death of Captain Thomas Cranston, last week on the North Branch of the Sydenham, says that he was one of the oldest settlers and earliest navigators of these waters. He had reached the age of 89 years and 67 of these he spent on the ocean wave or the less turbulent lakes and rivers of this continent, and it was his proud boast that he had never lost a vessel or a man. He had sailed on all oceans but the Arctic and visited pretty nearly all climes, but the local distinction of his life was that he was the first man to navigate a sailing craft up the North Branch. He came to this section in '37, just in time to take a hand in the troubles of that and the succeeding year, and there being no sea battles to fight he took his musket and joined the land forces. In his later years he gave up sailing for the more peaceful pursuits of agriculture. He enjoyed good health and the use of all his faculties up to a short time before his death, and was widely known and respected. He rests in the family burying ground on the North Branch, beside his wife and his father. As indicating Captain Thomas Cranton's natural inheritance of a sailor life his father was a marine under Lord Nelson and was on board the Victory at the battle of Trafalgar. It was he who put the guard over the casket of spirits in which the admiral's body was being preserved, to keep the sailors from "drinking the admiral dry" a second time.

NOTICE TO MARINERS.

Notice is hereby given that on the opening of navigation in 1886, changes will be made at the light stations named below, as follows:

SAND BEACH, (HARBOR OF REFUGE), LAKE HURON, MICHIGAN.

The light on the crib at the north side of the east entrance to the harbor of refuge at Sand Beach, Lake Huron, Michigan, will be changed from fixed white, varied by a red flash every ninety seconds, to a flashing red and white alternately at intervals of five seconds.

ST. JOSEPH, LAKE MICHIGAN, MICHIGAN.

The main light, situated on the bluff at St. Joseph light station, Lake Michigan, Michigan, will be discontinued.

The sixth order, fixed red, pierhead light at this light station will be changed to a fixed white light of the fourth order, and exhibited from the open frame work structure, painted white, recently erected on the pier.

The focal plane is fifty feet above the level of the lake, and the light should be seen in clear weather from the deck of a vessel ten feet above the lake 13½ miles.

MICHIGAN CITY, LAKE MICHIGAN, INDIANA.

The main light, situated on the shore at Michigan City, Lake Michigan, Indiana, will be discontinued, and the sixth order, fixed red, pierhead light will be changed to a fifth order light, fixed red.

This light should be seen in clear weather 9¾ miles.

By order of the Lighthouse Board:

STEPHEN C. ROWAN,
Vice Admiral U. S. Navy, Chairman.
WASHINGTON, D. C., March 18, 1886.

GRUMMONDS MACKINAW LINE.

This popular line, of steamers the Flora and the Atlantic, will run as usual this season from Cleveland, Toledo and Detroit to Mackinac, Alpena, and way ports, leaving Detroit from Ashley & Mitchell's wharf at the foot of First street. Captain S. B. Grummond, the owner of the above steamers, has during the past winter bestowed more than the usual care in repairing and thoroughly overhauling them, employing a large number of men during the past winter—the propeller Atlantic receiving a new cylinder with sliding valves, riding cut-off and all modern improvements, new smoke stacks, new decks, etc., at an expense of about $6,000. The steamer Flora, new main deck, new wheels, and engine put in first class order. Both steamers have been handsomely painted, the cabins well renovated, newly furnished, and made as comfortable as possible. The well known and popular captains, J. R. Jones and W. E. Comer, will again command these steamers, the same as last season. The other officers will be as follows:

STEAMERS ATLANTIC.

Clerk, Joseph King; steward, John Hulligan; first mate, Jno. Kinyon; first engineer, Geo. L. Simmons.

STEAMER FLORA.

Clerk, Jno. Porteous; steward, Wm. Thorpe; first mate, Wm. Smith; the first engineer, Robert McClure.

The boats will start as soon as navigation opens, and be the first to reach Alpena and Mackinac. Captain Grummond has the warehouse dock and offices at Port Huron, foot of Butler street, formerly occupied by Captain James Moffat, for the use of the Mackinac line, and also the new river line of steamers, Milton D. Ward and Darius Cole. He also has the tug office in the building, with an agent in charge, and will have one of his best tugs stationed with complete wrecking outfit. Captain Grummond has added the tug Wm. A. Moore to his fleet, making in all five large and powerful tugs as follows: Winslow, Martin Swain, Champion, Wm. A. Moore, and Oswego. The Champion has had new water bottoms put on her boilers and has been thoroughly overhauled at a large expense, and his other tugs and vessels have been attended to according to their needs.

The formation of the Cleveland Tug Owners' Association has not yet been completed. Mr. L. Smith, however, has been elected president, and Captain Robert Greenhalgh vice president.

DETROIT.

Special to the Marine Record.

March 23.—Unless there should be a decided change in the weather programme present indications point to an early opening of navigation at all points. Rarely in lake history has so little ice formed, more especially at the Straits of Mackinac, and it is equally certain, never before was there a passage effected through that thoroughfare in the month of January, which this year was effected by the propeller Saginaw Valley on the 6th. Since that date the ice has not been of sufficient detriment as to prevent the steamer Algomah performing her regular trips. Recent advices from that point report the ice as already much weakened, and the upper strata of Lake Huron clear for a wide distance. There has been but little or no winter navigation going on in Lake Michigan the present year as has been the rule in past years, aside from the movements of the Milwaukee and Grand Haven boats, and these have been effected without serious damage. There will be no waste of time in the starting of boats from this port to points on Lake Huron.

Captain Grummond's Detroit and Mackinac line is in readiness to take departure, and the appointments are already completed. Both steamers have had a thorough overhauling and are in first-class condition.

The Star line of steamers have increased their capital stock from $100,000 to $120,000.

Captain James Reid, of St. Ignace, a few days since, purchased of Dave Runnels at Port Huron the tug Mocking Bird, for $10,000. She is 225 tons burden, and was built in 1873 by Stewart at Port Huron. It is said that the tug James Reid, formerly the General Burnside, was turned over as part payment.

Captain Bundy, of Gospel Ship fame on Lake Michigan, visited this port last week, and on Friday evening gave an entertaining discourse to the seamen at the Bethel, foot of Griswold street.

Nothing of special interest has been going on at the admiralty court for a week past. A few marine cases have been handled, but no decisions of note have as yet seen the light.

The steambarge Morley was sold a few days since to parties from Elk Rapids, Mich., the price said to be $30,000. It is also announced that she will be taken to Port Huron to be fitted for the lumber trade and other traffic. The accident which happened her on Lake Superior brought her valuation down to a merely nominal sum, and the glory of this once noble looking craft departed for all future time. She cost originally $60,000, was of 870 tons burden and well constructed.

As is pretty generally known a large number of the men employed on lake craft, at the close of navigation each season, go to the lumber woods for winter occupation. While sailing most of their earnings are wasted, and when fall arrives there is nothing to fall back upon save seeking the above resort. When spring comes they are in a like fix. They receive the small pittance and rush back again to the various ports to ship. The influx at this port this spring has been somewhat earlier than in former years. On Saturday night some seventy-five presented themselves. There are no crews being shipped at present, and what they will do in the meantime will require all their ingenuity to obtain a subsistence.

A visit to the Detroit drydock displayed to view the steamer Northwest, on blocks in the larger dock. There was nothing but the shell, her machinery having been entirely removed. The idea has occurred to many whether it would not be more judicious and economical to cast the old shell aside and build an entirely new hull. It is stated that on her completion not only an extension of time but a new name will be given her; none other than the Greyhound.

Captain C. L. Wilson, of this city, has gone to Buffalo to attend to the fitting out of the propeller Pacific, and superintend all necessary repairs. She is owned by A. Cheesbrough, Esq., of this city, and employed in the lumber and ore traffic. Her consort, the Canton, is laid up here.

The steambarge Handy Boy has been chartered by George Morley for the lumber trade.

Work at the Lime Kiln crossing has been resumed again, and Dunbar's steam dredges and drills are actively at work.

Mr. Edward Delancy, who has been a lake-faring man nearly all his life, and a resident of this city, is on a trip in the east, visiting friends, and on the opening of navigation will have an appointment on board the propeller Fountain City.

It is reported from Charity Island that the propeller Oconto is in bad shape and that she is breaking up.

The suit referred to in my last in regard to the steam yacht Mamie and ferry steamer Garland has been finally setrled. The collision occurred July 22, 1880, and seventeen persons, mostly lads, were drowned. They were under the guidance of a Catholic church and on an excursion. The complainants were the parents of the lost, who will now receive a small amount of what may be left, belonging to the defendants, after the deduction of other claims.

HALL.

LUDINGTON.

Special to Marine Record

The steambarge F. M. Butters will be commanded by Captain Robert J. Crowley, late of the propeller D. W. Rust, John Durr will be engineer, and Louis Lavine mate. Captain Carter, who formerly commanded her, will command the new steambarge building at Milwaukee for Pardee & Cook, of Hamlin, and himself. The Butters is having a Blake independent air pump and condenser placed on her, which will convert her high pressure engine into a low pressure as well, and it is estimated save some 25 per cent. on her fuel bill, and make her engine run easier than before. Messrs. Wheeler, Johnson & Co., machinists, Manistee, Mich., are the sole agents on the lakes for Blake's pumps, condensers, etc.

The schooner L. A. Simpson, Captain Guthrie, has been recalked from the light water mark up and is getting ready for a coat of paint and fitting out.

The schooner Mars, Captain Wm. Young, has got new fore wire rigging, new stays, and a new square sail, supplied by H. Channon, Chicago. She is getting a general overhauling and painting.

The tug Geo. E. Brockway and her tow, the two large scows or arks, will be put in commission.

Captains Caswell & Breinig are having their tugs Sport and B. W. Aldrich fitted out, ready for the coming season's work.

The schooner Conneaut, Captain Courtland, has received some calking, a general overhauling and a new coat of paint.

The schooner built here by Alex Betters will be launched early in April. She is 95 feet over all, 22 feet beam, 6½ feet depth of hold. A Hanson, Milwaukee, will supply her outfit and Jgeston & Svenston, sailmakers, Chicago, the sails.

William Turgeon, yacht and boat builder, is building a steamer, to be used as a ferry on Pere Marquette Lake. She is 42 feet over all, 10 feet beam, 4 feet hold. Her engine will be 8 by 8 and boiler 6 feet long, 4 feet diameter. She will be owned and run by her builder.

WILLIAMS.

FRANKFORT.

Special to the Marine Record

Tug Rawson, with a gang of nets, started out for the fishing grounds, off Empire, on the 15th, and successfully set eighty nets. This was the first set of the season. Smith and Robertson are first class fishermen, and expect a busy season. Last year their catch amounted to 200,000 pounds, all of which they disposed of in Chicago markets.

Propeller Sanford made a trip to Manistee, returning on the 14th with freight.

Keeper A. Vorce, ever active and ready for business, resumed lighting Frankfort pier head light December 17.

The tugs Hannah Sullivan, followed shortly by the Sweet Rrothers, arrived on the 19th from St. Joseph, Mich., being the first outside arrivals. They will engage in fishing.

The harbor is clear of ice as far as Shingle Mill slip, and the balance is porous, likely to break up at any time.

The ice drew out the oakum near the bow of the fishing tug John Smith a few days since, and she was nearly full of water before it was discovered and repaired.

A life saving station will be erected on South Manitou island the coming summer.

Tug Rawson has been thoroughly repainted, a new piece of cabin built, and now presents a fine appearance. With her new boiler she will churn up the water at a lively rate.

BURMEISTER.

STURGEON BAY.

Special to the Marine Record.

We have had very warm weather since March 1st, with considerable rain. Shippers expect to be on the move by April 1st.

The schooner Anna M. Peterson, caught here by the ice last fall, goes to Green Bay as early as possible to take grain.

Messrs. Maxted & Newcomb, of Manistee, have been putting up a life-boat station at the canal. They will be ready to surrender the structure April 1st.

Wm. Niquette, mate of the Chicago life crew for several years, is likely to take charge of the crew.

C.

BAY CITY.

Special to the Marine Record.

The barge Jupiter is in the Bay City drydock receiving steel arches 7 inches wide by ⅝ of an inch thick, new deck beams and deck, plank sheer, and part new rail, new hatch combings, refastening, a general overhauling and recalking. The steambarge N. Mills has just gone out of dock, having received three strakes of 4 inch plank below plank sheer, new plank sheer stanchions and rail all around, 3-inch bulwarks inside and out, edge bolted and thoroughly fastened, new deck and beams aft, steel arches 10 by ¼, bolted with Swedish iron, and recalked all over, and a new mast. All the work is done in the strongest and best way possible. The barge Davis will go into drydock and receive three rows of keelsons 12 by 14, and recalking. The steamer Dove will also go into drydock for a general overhauling and recalking, and the barge Marine City for the same.

The steamer Arundel is being fitted out, ready to run on the Saginaw & Alpena route. Captain John Stewart will be in command, Joseph Blanchard engineer, John Hutton mate. The steamer Motropolis is also being fitted out for the same route.

There has been considerable correspondence among vessel agents and owners as to the advisability of not starting the lumber fleet before May 1st. It is conceded on all hands that business will not require the vessels until that time, the amount of lumber at the docks, along Saginaw river, being at least 200,000,000 feet less than at this time last year, hence the necessity of waiting until the above date; otherwise, the expense of lying around will be great and freights will be brought to a very low rate, whereas, by waiting until such time as business requires the vessel it is possible to maintain a living rate of freight. As far as heard from every encouragement has been given that the lumber carrying fleet will all join in the above movement. There is no one who wants to ship for the first trip. It is requested that all vessel men give the above their support.

The steambarge C. F. Curtiss and her tow, the barges Reed, Fasset and Holland, will carry lumber from Green Bay to Buffalo, and coal back to Lake Michigan ports. This is the first time they have ever been out of the Saginaw trade.

Joe Elliott, the well known steamboat painter, is painting the Shore line of steamers and many others.

WILLIAMS.

SANDUSKY.

Special to the Marine Record.

Below will be found a partial list of the steam and sail craft, hailing from this port, whose commanders have been designated: Steamer Jay Cooke, Captain George Brown, Sandusky; steamer B. F. Ferris, Captain Fox, Bass Islands; steamer R. B. Hayes, Captain Slackford, Peninsula; steamer Louise, Captain Dwelle, Kelley's Island; tug Mystic, Captain C. Woodruff, North Bass; steambarge Yosemite, Captain W. Neil, Port Huron; barge Ryan, Captain Charles Miller, Sandusky; steambarge Mayflower, Captain L. Smith, Lorain; scow Julia, Captain W. Smith; steambarge Roland, Captain Chris Smith; scow Mary Ellen, Captain George Berger; scow Ellen G., Captain Gillespie; steambarge Norma, Captain W. P. Wheeler. A number of others have received their appointments, but as their names have already appeared in the columns of the RECORD in this connection, it is not necessary to repeat them.

A number of the smaller craft are already in commission, trading between Sandusky and the islands in different branches of trade. The storm of Monday prevented a number of departures, but it was of short duration, and the harbor again presents a lively appearance.

The steambarge Norma will load stone at Kelley's Island this week for Detroit.

T. K.

MANITOWOC.

Special to the Marine Record.

At Manitowoc drydock, Rand & Burger, a new barge for Stronach Lumber Company, the upper houses are on and she is well advanced and will be ready to launch by the opening of navigation. She will have a hoisting engine from the Detroit Drydock Engine Works. Capacity for lumber about 200,000 feet. Fine model and well gotten up.

The schooner Imperial, at the same yard, has received new frames aft, new center board box, some new keelson, some new deck frames and new deck, and three new spars. The propeller St. Lawrence is in the dock getting a thorough rebuild, new ceiling, outside plank, stanchions, etc.

The scow Nellie Church has been hauled up at Hansen & Scove's old place, and is getting some new ceiling, new clamps, some new planking, new bilge strakes, and stanchions.

The Goodrich boats are all getting a thorough overhauling, repainting and all necessary repairs.

All other schooners in winter quarters are getting necessary repairs, etc.

C.

WEST BAY CITY.

Special to the Marine Record

The R. B. Companys side wheel steamer E. T. Carrington, Captain G. P. H. Nelson has received a thorough rebuild from the water line up at Wheeler's shipyard.

Captain Byron Armstrong will command the new steamer Ossifrage, Frank W. Cody will be engineer, Wm. Keaton, mate.

At Captain James Davidson's shipyard his new tug is nearly completed ready for launching. She is 110 feet over all, 20 feet beam 9½ feet depth of hold, her engine by David Bell of Buffalo, is high pressure 24x26 and boiler of Otis steel, 8 feet shell, 14 feet long by Tiff, & Son Buffalo, it has a horizontal steam dome. She has all the latest improvements in her fit out, she has an elegant cabin to accommodate about 20 passengers. She will tow the new log vessel to Waunipta River, Georgian Bay.

The log vessel Captain Davidson is building is about three-fourths completed and will be ready by May 1, she is to carry 600,000 feet of logs or 3,2450 tons of freight, and it is intended to load her in one day and unload her in 6 hours, she will have a 25 horse power boiler to supply steam to 2 engines, one forward and the other aft, to hoist in the logs; the engines are made with reverse barrels and friction brake, able to make 4 logs at one time, and the gearing is arranged so as to place the logs in tiers without any hand labor by means of wire conveyors suspended from three spars.

WILLIAMS.

KINGSTON.

The new steam yacht being built by Mr. John Harris, of Brockville, for a Montreal gentleman is now well under way and will be fitted with machinery next week.

The Rathbun company's new wharf at Kingston is now being filled in, and when completed will be one of the longest and best in the city. It is 180 feet long and 860 feet wide with a long slip for the accommodation of vessels in rough weather.

Two vessel brokers of Detroit who were in the city on Saturday stated that they had visited the different rolling mills in the states and were informed that they had contracts to make goods, the manufacture of which would require more iron ore than the tonnage which engaged in this trade could float during the same season. If this be so, other freight rates must rise.

MILWAUKEE.

Special to the Marine Record.

An order was entered by Judge Dyer in the United States court at Milwaukee, denying the motion to dismiss the petition of the Goodrich Transportation Company to limit its liability in a recent suit to the value of the steamer and cargo involved. The propeller Oconto, of the Goodrich Transportation Company, in September, 1880, set fire to a portion of the City of Green Bay, lying contiguous to the water side. Recently a suit for damages, brought against the company, was decided against them. The company then entered a petition to limit the liability for damage to the value of the boat and cargo. Claims for damages, aggregating thousands of dollars, are still pending. It is probable the case will be appealed to the superior court.

CHARLEVOIX.

No ice can be seen beyond the points, two miles out. Tugs and steamers are fitting out.

TOLEDO.

Special to the Marine Record.

A. W. Colton, manager of the Wabash Lake line, has made the following appointments for the season: Propeller John C. Gault, Captain Geo. W. Stoddard; propeller Russell Sage, Captain Henry Root; propeller A. L. Hopkins, Captain Frank Wetmore.

Captain John Blair has arrived from Bay City and is overhauling the barge John Richie for the season's business.

Tug Thompson Brothers is on Boser screws, receiving a thorough calking. Her boiler has also been taken out to receive new legs and sundry repairs.

Captain Ed French, of Fulton, N. Y., has arrived to get his dredge General Mead and tug May French in order.

Steamer Mascotte has been turned from her winter quarters to Young & Miller's dock to be fitted out and painted up.

Captain Frank Hebner, of the propeller City of Concord, arrived from Port Huron to fit out his boat.

Captain N. Gifford, of schooner E. R. Williams has arrived from Geneva, Ohio.

Captain John Dunsuth, of the tug J. S. Spinning, who has been spending the winter at Barne, Ont., has arrived here to fit out his tug for the summer business.

The ice has disappeared in the harbor and the propeller Morning Star, canal boat Ernest and tugs Alice and Empire are steaming around the river.

The tugs A. W. Coulton, Mary A. Green and Wm. E. Rooney are being fitted out.

Captain L. B. Woodruff, of Elyria, was here Monday trying to purchase the schooner E. R. Williams, but it seems they could not agree on price.

Tug J. A. Crawford is to go on Gilmore's drydock this week to ship a new iron rudder and receive sundry other repairs. J.

WEST BAY CITY.

Special to the Marine Record.

F. W. Wheeler, shipbuilder, is building No. 25, a four-mast schooner for Messrs. Hawgood & Avery, 233 feet keel, 40 feet beam, 17 feet depth of hold. She will be iron strapped, and fitted first class and will be ready by the opening of navigation. She will be consort to the steambarge W. A. Avery.

No 26, an excursion steamer, at the same yard, to be named the Ossifrage, 130 feet over all, 28 feet 6 inches beam, 10 feet depth of hold. She will have a high pressure engine 22 by 24 and a steel boiler 7 by 15. She is a very fine model and is designed to make great speed. She will run this season in connection with the Detroit, Bay City & Alpena railroad between Black River, Mich, and Alpena, and will be owned by F. W. Wheeler, her builder.

No. 27, a propeller for Ward's Detroit & Lake Superior line, is 225 feet over all, 36 feet 6 inches beam, 14 feet 6 inches depth of hold. She will be iron strapped to promenade deck. Her engine will be a fore and aft compound, 26 and 44x40. She will have two Scotch boilers of steel, 10 feet shell, 11 feet long. by Hodge & Co., Detroit, and an American Ship Windlass Company's No. 6 capstan win ' a s.

No. 28, a steambarge for the Bay City and Cleveland Transporlation Company, 185 feet keel, 34 feet beam, 13½ feet hold. She will have a steeple compound engine 24 and 26x 36 by the Frontier Iron Works, Detroit, and a Scotch boiler of steel, 12x12½, by the Globe Iron Works, Cleveland.

No. 29 will be a four mast schooner similar to No. 25, but 7 feet longer, for Captain William Forbes, of Port Huron. She will be consort to the Kittie M. Forbes.

Captain D. Buie is getting the propeller Kittie M. Forbes fitted out ready for the opening. Evans Jenkins will be first engineer, Michael Canartney first mate.

WILLIAMS.

CLAYTON.

Special to the Marine Record.

In the history of lake navigation let me correct Mr. Hall in regard to the captain of the schooner Fairfield. The captain drowned was Stephen Rees instead of Captain Wm. Rees, and his home was at Clayton. Captain Wm. Rees is hale and hearty and still resides at this port.

There is some talk of running a ferry from the Chicago Granite Works to Clayton. A good idea.

The weather has been quite soft for a few days. Several days of warm south wind and sunshine would play havoc with the ice.

Captain George Sweet, of Sweet's line of steamere, has been on a trip up the lakes. He will put his steamers in good trim for the summer travel.

S. W. Mercier has taken a contract from Dr. A. Bain to build a steam launch for Hon. F. G. Gedney, of New York. She will be 25 feet keel, 5 feet beam, 28 inches deep; have oak frames and pine planking, copper fastened. Will have one of the Shipman engines, everything complete, and will be sent to New York by rail.

Mr. Emery, of New York, talks of compounding the engine of the yacht Calumet. B.

SCOTT'S COAST PILOT.

We have received Scott's Coast Pilot, for the lakes, a new candidate for the favor of captains and sailing masters. The book contains a list of all lights, lighthouses, fog signals and buoys on both the American and Canadian shores, and a description of all harbors completed and those in process of construction, with directions for entering, a list of life saving stations and other useful information, including courses, which are corrected for magnetic variations of the compass, distances and sailing directions for all the lakes and rivers. Captain Scott has compiled the information contained in his New Coast Pilot from the more reliable sources, from personal observation of upward of thirty-five years experience on the lakes. The book, regarding courses is accurate, Captain Geo. A. Simpson having taken much pains to verify them as laid down. Captain Scott has spent twenty-five years in government service in the capacity of master of lighthouse tender Warrington and other boats and will be remembered by many of the present navigators, all of whom will acknowledge his fitness as publisher of Scott's New Coast Pilot and be willing to rely on the information contained therein.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LII.

The navigation of 1863 commenced at Detroit February 28, the steamer Clara arriving at Detroit on that date, and on March 26 the propeller Dubuque arrrived at Detroit from Buffalo via Cleveland. The steamer May Queen left Detroit for Cleveland March 27, going by way of the south passage and returning the day following by the north passage. The propeller New York left Buffalo March 27 for Toledo, arriving there on the 29th. The schooner Traveller arrived at Detroit from the Welland Canal April 5, on which date navigation was free and unobstructed on either shore of Lake Erie. The Straits of Mackinaw were clear April 19, the propeller Maine, bound eastward, the first through, and the propeller Buckeye, on same date, bound westward. The propeller Mineral Rock, Captain Thomas Wilson, passed through the Sault Canal into Lake Superior April 28, the first boat of the season.

In April lake freights from Chicago to Buffalo ruled at 9c on corn and 10c on wheat.

The steamers of the Detroit and Cleveland line were the Morning Star, Captain E. R. Viger, and May Queen.
R. Viger.

On May 22 the steamers Western World, Plymouth Rock, and Mississippi were taken from Detroit to Buffalo to have their machinery removed and otherwise to be dismantled. The Rock was towed through by the tugs A. A. Turner and Prindiville. These fine steamers were commissioned in 1855, plied but three seasons, and were among the largest and finest floating palaces ever put upon the lakes, and like everything else earthly their time had come, so also had the railroads, which scooped them, and there was no further use for them. An extravagant outlay of money to a very small purpose, as they never realized one dollar over and above expenses.

The Lake Superior line of steamers were composed of the following boats:

Steamer Cleveland, Captain John McKay.
Steamer Illinois, Capt. J. Robertson.
Steamer City of Cleveland, Capt. Ben Wilking.
Steamer Traveler, Capt. F. S. Miller.
Steamer Michigan, Capt. A. Stewart.
Propeller Pewabic, Capt. George McKay.
Propeller Iron City, Capt. J. E. Turner.
Propeller Mineral Rock, Capt. Thomas Wilson.
Propeller Northern Light, Capt. J. Spalding.
Propeller Meteor, Capt. R. S. Ryder.

BUFFALO AND TOLEDO LINE.

Propellers Equator, Capt. Hinde; Eclipse, Capt. Crosby; Equinox, Capt. Snow; Araxes, Capt. Parsons; Orontes, Capt. Carney; Toledo, Capt. T. Watts; Atlantic, Capt. Pratt, Marquette, Captain H. Watts; Cuyahoga, Capt. Kelley; Evergreen City, Capt. Collins.

BUFFALO AND GREEN BAY.

Propellers Wetmore, Capt. Wetmore; Rocket, Capt. Gaylord; Union, Capt. Cooper.

CHICAGO AND GOODRICH LINE.

Propellers Sun, 649 tons, R. Jones captain; Kenosha, 645 tons, Tomkins captain; Ontonagon, 560 tons, Evans, captain; Edith, 545 tons, Hardison captain. Propeller Scotia, Travis captain, Buffalo and Saginaw.

CHICAGO AND SARNIA LINE

Propellers Water Witch, George H. Ryder, captain; B. F. Ward, L. B. Goldsmith captain; Antelope, Thomas Butler, captain; Montgomery, Archie Gillies captain.

NEW YORK AND ERIE R. R. LINE.

Propeller Wabash, 721 tons, John Kirby captain.

Propeller Passaic, 651 tons, J. S. Mitchell captain.

Propeller Canisteo, 651 tons, George Blackman captain.

Propeller New York, 665 tons, S. Monroe captain.

Propeller Elmira, 599 tons, William Thorn captain.

Propeller Olean, 609 tons, M. Driscoll captain.

Propeller Tioga, 549 tons, H. A. Sisson captain.

Propeller Portsmouth, 525 tons, J. S. Travers captain.

Propeller Oswego, 483 tons, D. H. Bryant captain.

Propeller Governor Cushman, 384 tons, J. M. Lewis, captain.

Steamer Princess, H. G. Blanchard, captain, Detroit and Chatham.

Steamer Valley City, Neil captain, Detroit and Chatham.

Steamer Heather Bell, C. Ralph captain, Detroit and Chatham.

Steamer Philo Parsons, Atwood captain, Detroit and Sandusky.

Steamer Huron, Darius Cole captain, Detroit and Saginaw.

Steamer Forester, Henry Fish captain, Detroit and Port Huron.

Steamer Forest Queen, P. Kenyon captain, Detroit and Saginaw.

Steamer T. Whitney, G. Dumont captain, Detroit and Port Huron.

Steamer Pearl, Captain J. A. Sloan, Detroit and Malden.

Propeller Fountain City, Captain W. T. Pease, Buffalo and Chicago.

Propeller Merchant, Captain A. Briggs, Buffalo and Chicago.

Propeller Forest Queen, Captain Crigui, Buffalo and Chicago.

Propeller Relief, Captain A. Howes, steam wrecker.

Propeller Dunkirk, Captain Atwood, Buffalo and Chicago.

Propeller Illinois, Captain H. W. Thorpe, Buffalo and Detroit.

Propeller Mohawk, Captain H. Pheatt, Buffalo and Chicago.

Propeller Burlington, Captain Lathrop, Buffalo and Detroit.

Propeller Winslow, Captain J. M. Smith, Buffalo and Chicago.

Propeller Chicago, Captain Collins, Buffalo and Chicago.

Propeller Hunter, Captain Wm. Dickson, Buffalo and Chicago.

Propeller Free State, Captain Averill, Buffalo and Chicago.

Propeller Acme, Captain J. W. Hathaway, Buffalo and Chicago.

Propeller Nile, Captain L. Hunt, Buffalo and Chicago.

Propeller Queen of the Lakes, Captain Crary, Buffalo and Chicago.

Propeller Plymouth, Captain Dickson, Buffalo and Chicago.

Propeller Tonawanda, Captain S. G. Langley, Buffalo and Chicago.

Other appointments of through steamers were the propeller Idaho, Captain Conkey; Mayflower, Captain Dickson; Buffalo, Cap- J. T. Douglass; Missouri, Captain N. Woodworth; S. D. Caldwell, Captain Hunt; Empire State, Captain J. W. Brett; Chicago, Captain Penney; Mendota, Captain Welsh; and Badger State, Captain Beckwith; steamer Susan Ward, Captain J. Strachan, Detroit and Saginaw.

The Northern Transportation appointments were propeller Maine, Captain Rossman; Ogdensburg, Captain Tyler; Wisconsin, Captain Williams; Young America, Captain Chadwick; Jefferson, Captain McHenry; Prairie State, Captain Williams; Cleveland, Captain Reid; Empire, Captain Richardson; Akron, Captain Smith.

The steamer Planet which had been plying between Detroit and Lake Superior was on June 2d, sold to A. E. Goodrich, Chicago, for $40,000, placed in command of Captain Luther Chamberlain and put on the route between Chicago and Lake Superior. She was a boat of 1153 tons burden, and had been eight years in service.

May freights between Chicago and Buffalo were 8c. on corn and 9c. on wheat.

A sloop with the unpronounceable name of Skjoldoman, from Bergen, Norway, arrived at Detroit July 14, en route to Chicago, and returned on her homeward voyage, passing Detroit August 1st, freighted with provisions.

The barque Sleipnn, also a Norwegian vessel, commanded by Captain Wage, arrived at Detroit June 27 with one hundred passengers, en route to Chicago. She passed there on her return voyage August 23 with a cargo of wheat.

The propeller Jefferson of the N. T. Company's line, was condemned from further service at Cleveland after ten years plying.

The most lamentable casulty of the season was the loss of the side wheel steamer Sunbeam, with twenty-one lives, Captain W. Dougall, during a heavy storm on Lake Superior. She was built at Manitowoc in 1861 by W. W. Bates, rated A 1 and valued at $55,000. She was employed in running from Portage lake to other points on Lake Superior. She was endeavoring to make the Portage during the storm, but was unable to do so, owing to the violence of the weather and sought refuge elsewhere in which she failed. The Sunbeam was of faulty construction, being top heavy, or in nautical parlance "crank." To remedy this she was supplied with false sides, and it was said, constructed on wrong principles, presenting too straight a surface to the water, causing the ill-fated steamer to waterlog. Whether this statement was strictly correct I am not in a position to vouch. False sides are a well known feature in naval architecture, and I can remember of no instance where they led to disaster.

THE FASTEST SAILING VESSEL.

Captain Samuels, an old time mariner, has been recently recalling some facts about the clipper sailing ship Dreadnought. This famous old vessel actually once crossed the ocean, from New York to Queenstown, in nine days and seventeen hours. She was the swiftest sailing vessel ever built.

The Dreadnought, in which Captain Samuels gained his reputation, was built at Newburyport, Mass., in 1853, and when on her first return trip from Liverpool she ran in over the Sandy Hook bar before the Cunard steamer, which sailed a day earlier, had reached Boston. It was as much the man as the ship. She was not very sharp, but she was wonderfully well proportioned in hull and spars, and carried royals when an ordinary hooker would be hove to under a goose wing in the maintopsail. Though she was built over thirty years ago, her time on that famous passage has never been equaled by a sailer. To this day the average steamship does not beat it.

A CHAPTER OF APPOINTMENTS.

AT CLEVELAND.

J. C. Gilchrist's fleet will be officered as follows:

Steamer Cumberland, Captain F. A. Fick
Schooner B. F. Bruce, Captain Wm. Landgraff.
Schooner W. S. Crosthwaite, Captain Geo. Bell.
Schooner S. H. Foster, Captain J. L. Weeks.
Schooner Francis Palms, Captain C. Gunderson.
Schooner P. S. Marsh, Captain John Sweeney.
Schooner J. T. Johnson, Captain J. C. Garry.
Schooner Havana, Captain Harry Gunderson.
Schooner Florida, Captain Fred Goodale.
Schooner H. Fitzhugh, Captain Theo. Peterson.

The appointments for Moore & Bartow's fleet are as follows:

New boat, Captain Smith Moore.
Siberia, Captain Wm. Morse.
N. K. Fairbanks, Captain Richard Neville.
H. B. Tuttle, Captain L. H. Weeks.

Corrigan & Company's fleet will be officered as follows:

Steamer Raleigh, Captain Wm. S. Mack; engineer, Thomas. Mr. Thomas and assistants have gone to Milwaukee to get the Raleigh in prime order for business.

Schooner Lucerne, Captain George L. Loyed, last year mate on the Niagara. Captain Loyed has gone to Milwaukee to look after repairs to the Raleigh and Lucerne, and get them ready to load.

Schooner Niagara, Captain Harry Clement, last season master of the Clint.

Schooner James Couch, Captain H. Parker, last two seasons in the H. G. Cleveland. Captain Parker has gone to Detroit to look after repairs to the Couch, which will go as consort to the Republic. Captain Parker is a gentleman of large experience, and a thorough sailor.

AT CHICAGO.

Captain Cobbs' line of steamers, Emma E. Thompson, Annie Laurie and George Dunbar, have commenced fitting out so as to be ready by the 1st of April. The appointments are as follows:

Propeller Emma E. Thompson, Captain Phelps; engineer, S. G. Moreland
Propeller Annie Laurie, Captain Ladner; engineer, Wm. Henry.
Propeller George Dunbar, Captain Turner; engineer, Wm. Eddy.

The outlook for lumber freights is good, and they will make as early a start as possible.

The appointments of the Vessel Owners' Towing Company are as follows:

Tug A. G. Van Schaick, George H. Jewell; engineer, Daniel Nolan.
Tug Rebel, Captain James Barry; engineer, Patrick Dira.
Tug Satisfaction, Captain Patrick Hart; engineer, Edward Stacy.
Tug Black Ball, No. 2, Captain Richard Brewer; engineer, Thomas Morley.
Tug E. P. Ferry, Captain George McDonald; engineer, Jno. Morris,
Tug Protection, Captain El. Bowen; engineer, M. L. Crawford
Tug Union, Captain Louis Groh; engineer, Thomas Hogan.
Tug M. Shields, Captain H. Hammond; engineer, James Inman.
Tug A. A. Carpenter, Captain J. Shortfellow; engineer, Frank Myers.
Tug Thomas Hood, Captain Frank Jacobs; engineer, J. F. Woodruff.
Tug J. V. Taylor, Captain John Jurgen; engineer, Louis Monroe.

George D. Kirkham will remain at the company's helm as last season, to the universal satisfaction of all.

AT PORT HURON.

Appointments have been made of Por Huron captains as follows:

Capain R. E. Gain, steamer Birkhead.
Captain A. Gain, steamer Prentiss.
Captain L. Young, steamer Cormorant.
Captain Wm. Hutchinson, steamer Nipigon.
Mate D. Hutchinson, steamer Cumberland.
Captain H. Stevenson, steamer James Reed.
Captain T. Cowen steamer Ogemaw.
Captain A. Sinclair, steamer Oscoda.
Mate M. Madden, steamer Ogemaw.
Mate D. McCaig, steamer Oscoda.
Captain A. Ratery, steamer Mocking Bird.
Captain W. Ashley, steamer Salina.
Captain A. A. Cox, steamer Farwell.
Captain B. B. Inman, steamer Williams.
Captain J. Howard, steamer Castle.
Captain J. R. Jones, steamer Atlantic.
Captain F. Hebner, steamer City of Concord.
Captain C. Geel, steamer McBryar.
Captain J. Cox, in Chicago tug line.
Captain James Cox, barge Agnes.
Captain Tim Martin, barge Magruder.
Captain Dan Sinclair, barge Tyson.
Captain L. Sinclair, barge W. W. Stewart.
Captain F. Manuel, barge Galatea.
Captain H. Buzzard, barge Lamb.
Captain Pace, barge Young.
Captain L. Ames, barge Dunford.
Captain F. Holland, barge Old Concord.
Captain L. Little, barge Saginaw.
Captain Vick Bonner, sr., schooner Young America.
Captain Vick Bonner, jr., scow Aunt Ruth.
Captain Davis, barge City of the Straits.
Captain George Buzzard, schooner Snow Drop.

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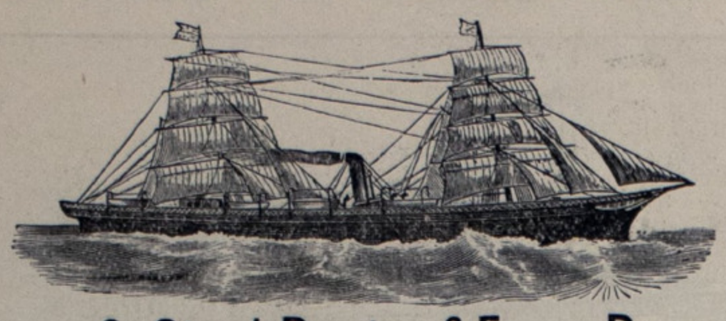

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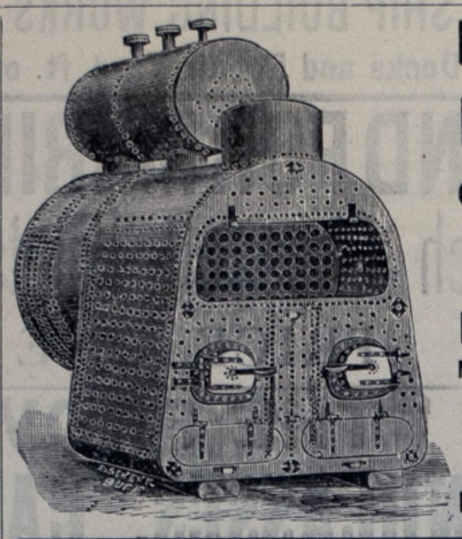

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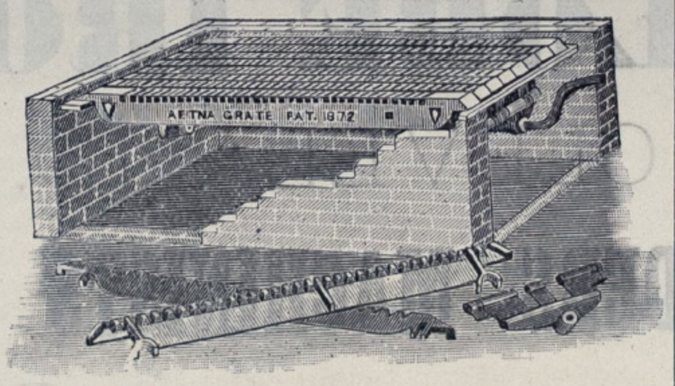

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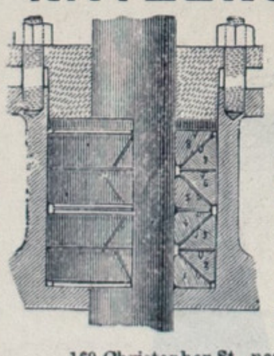

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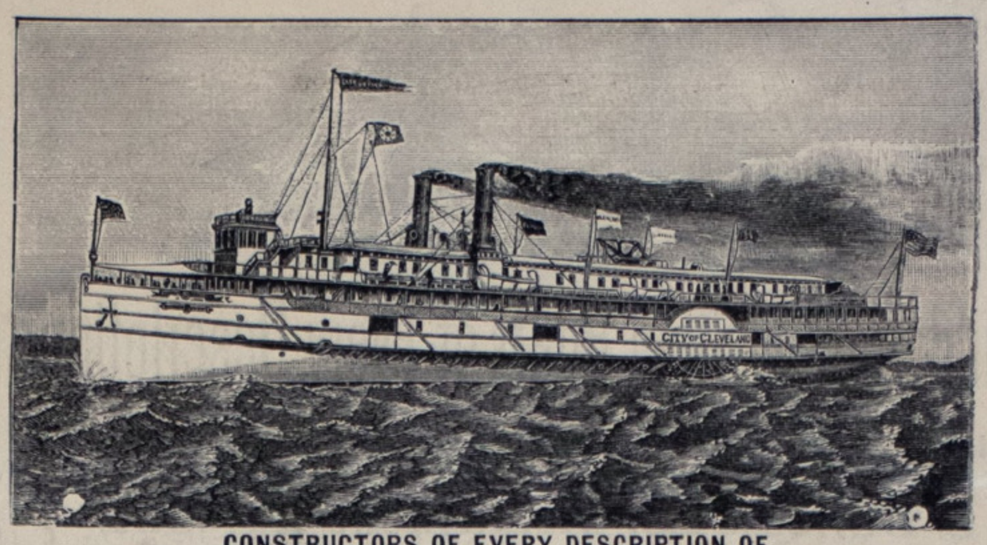

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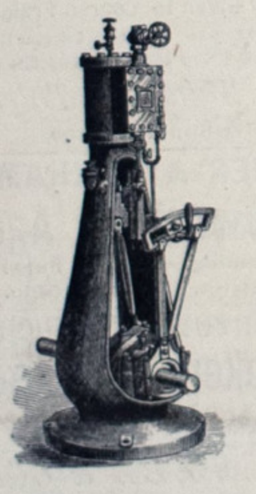

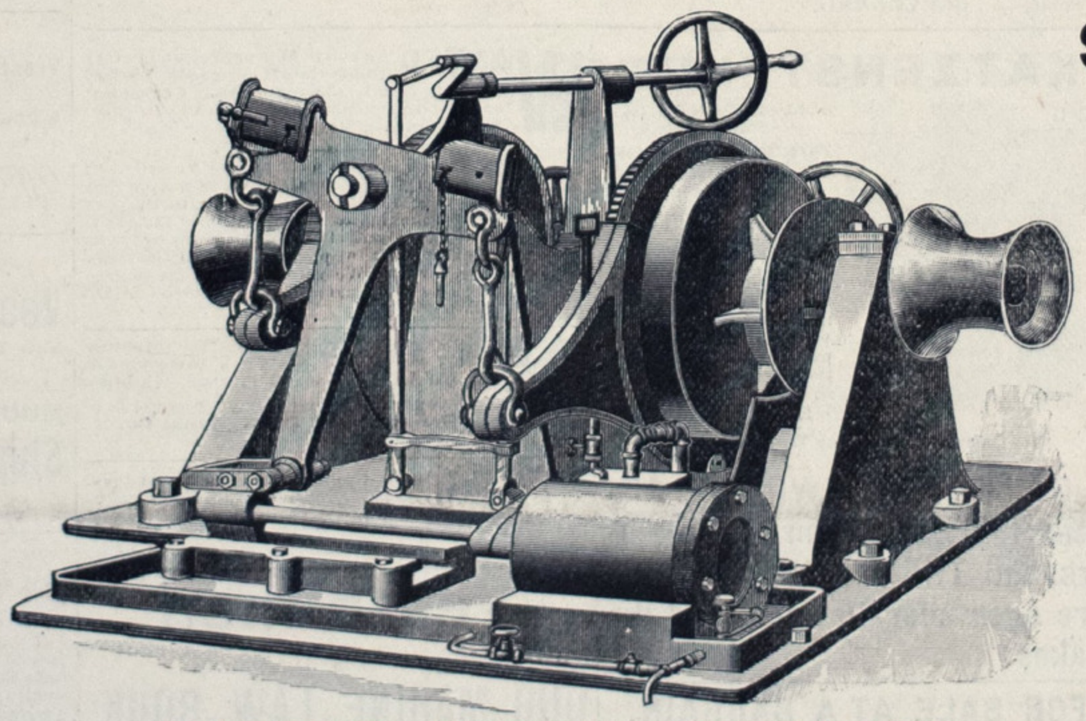

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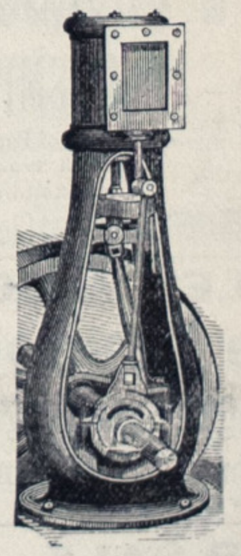

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